



High-Profile Information Technology Project Status Report

Department: Department of Transportation

Project Name: MV 4000 - Crash Database and Resolve System Implementation

Business Sponsor: Randy Romanski

Date of Report: Oct. 20, 2016

Reporting for Quarter: FY17 Q1

Project Start Date: January 1, 2015

Planned Implementation Date: January 1, 2017

Estimated Project Cost: \$2,317,904

Amount Provided Through Master Lease: 0

Project Description – Enter a brief description of the project, including the business case for it and its major deliverables.

The project will develop a new MV4000 Crash Database and Resolve System to replace the existing WisDOT Mainframe application. It will facilitate implementation of a revised MV4000 police crash report and completed Crash Database development by January 2017. In addition, it will take full advantage of the Badger TraCS10 TraCS Locator Tool (TLT) which is a replacement for Incident Locator Tool (ILT). This new development will help streamline the resolve process, help comply with emerging federal reporting requirements, crash mapping, and network-wide safety analysis capabilities. In addition, a new database will improve access to Wisconsin crash data for research and planning purposes and to maintain high quality data that conforms to Model Minimum Uniform Crash Criteria (MMUCC) Guidelines.

Project Funding – Please describe all sources of funding for the project, which should add up to the estimated project cost cited above.

FMCSA SaDIP grant through Division of Motor Vehicles - \$350,000

NHTSA Section 405 c funding through Division of State Patrol - \$655,968

FHWA Source funding through Division of Transportation System Development - \$655,968

FHWA Source funding through Division of Transportation Investment Management - \$655,968

Project Status – Determine the status for the Schedule and Budget categories below based on the guidelines on the right and described in more detail on page 2 of this document.

Insert an X in the column that best describes the status of the category. Add comments for that category as needed.

Additional comments are not required if the status is Green, but if a category has a status of Yellow or Red, describe the issues or problems and what actions the agency is taking to address them.

STATUS COLOR INDICATORS	
Green	On target as planned
Yellow	Encountering issues (e.g., Schedule or Budget over by 10% to 25%)
Red	Encountering problems (e.g., Schedule or Budget over by 25% or more)

Project Status Categories

Schedule Status

On target as planned.

Green	Yellow	Red
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Budget Status

On budget as planned.

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Summarize Any Completed Major Tasks or Project Phases:

The project is proceeding on its projected time line and budget. BOTS is tracking both WisDOT's Bureau of Information Technology Services (BITS) and the UW Madison Traffic Operations and Safety (TOPS) Laboratory project plans, budget, and status closely. The Project Team is also tracking the "Issue Log" closely, and there are no major issues thus far.

Teams (TraCS, BITS, TOPS, SR and BOTS) completed the system testing and are in the process of performing User Acceptance Testing (UAT) now. In conjunction with the release of the new DT4000 Crash Form within TraCS, WisDOT will be releasing the Driver Report of Crash, DT4002 (Web based form on DOT site), to replace the MV4002 (paper form), Driver Report of Accident on Jan 1, 2017.

DMV Badger TraCS released the first New Crash Form TraCS10 package on Sep 26, 2016. It was released to the State Patrol first and then releasing to other LEAs in four groups across the state. As part of this package, the Incident Locator Tool (ILT) is replaced with TraCS Locator Tool (TLT).

We have travelled across the state and trained 737 Law Enforcement Officers (LEOs) thus far. We have asked LEOs to complete a satisfaction survey after the training. We are getting positive feedback about the training.

Please refer to additional comments below and previous Quarterly high profile reports for more information.

Summarize Any Significant Project Changes Affecting Schedule, Budget or Scope:

For each change, describe what the change involved, when it was approved, and the reasons behind the approved change. So far, this project has not had any major changes to schedule, budget, or scope.

Additional Comments or Issues (optional):

If you have any additional overall status comments about the project (e.g., project news, accomplishments, emerging challenges or risks that could affect the project), please provide them here.

Accomplishments:

- TOPS conducted multiple demos of Resolve System and performed several successful load tests with BITS
- TOPS provided test SAS files with converted 2010-2014 data for all divisions to test
- TOPS completed the crash forms TraCS import WebServices UAT with DMV Badger TraCS for the DT4000 police crash report and DT3480 fatal supplement
- TOPS and BOTS continue to improve the F2-Help manual and training materials for Crash Forms
- BITS developed test cases for system test and UAT, coordinating the testing with TraCS/TOPS/BITS/SR/BOTS teams
- BITS Web Development team is developing the DT4002 (Drive Report of Crash) form, replacement for MV4002 paper form which will go online from January 1, 2017
- BITS completed WebServices system testing with TOPS on TraCS10 DT4000 form data
- DMV Badger TraCS team completed the user workshops in July and got feedback from law enforcement officers and implemented the same
- DMV Badger TraCS completed the new crash forms system testing and UAT with TOPS
- DMV Badger TraCS finalized the first New Crash Forms TraCS10 package and released on September 26, 2016.
- BOTS is sending a monthly newsletter about the crash database project updates to all stakeholders
- BOTS and DMV completed the Crash Records Unit (CRU) and FARS teams move from DMV to DSP.
- BOTS, DTIM and DMV completed the hiring of new CRU, FARS and RP coding staffs
- BOTS is coordinating the DT4002 driver report form automation with DMV, BITS and TOPS
- BOTS is working on renewing the WIN contracts and updating WIN extracts with new crash form fields
- BOTS- CRU/FARS is doing UAT for TraCS, TOPS and BITS systems
- Go Live and post Go Live planning in progress (by all teams: DMV, BITS, TOPS and BOTS)
- System supporting and process documentation discussion in progress for all systems

Plans for next Quarter:

- BITS to continue UAT on DMV applications, BITS/TOPS WebServices and Coordinate UAT across all teams (TraCS, BITS, TOPS, SR and BOTS)
- DMV Badger TraCS to continue to support all LEAs to install the New Crash Forms TraCS10 package by end of this year. Try to achieve the goal of 100% electronic by Jan 1, 2017.
- TOPS to continue development of Resolve Edit capabilities and DT4002 WebService development.
- TOPS to continue UAT with TraCS/BITS/BOTS/SR for DT4000, DT3480 and DT4002 forms. Continue UAT for BITS/TOPS WebServices. Set up production and backup environments.
- TOPS to continue development of the various data extract processes (SAS, WIN, and stakeholder CSV files).
- SR team to continue the UAT and complete it by the end of November
- BOTS to continue to coordinate the New Crash Forms training across the state
- All teams: Complete UAT by end of November and implement the project internally on December 4, 2016 with the fall back date of December 11, 2016. End to End testing will be done for next three weeks in production to make sure that there is no issue when we "Go live" on January 1, 2017.
- Final Go Live is scheduled on December 31, 2016 night for all systems (TraCS, BITS, TOPS and SR). New crash forms will be live (DT4000, DT3480 and DT4002) on January 1, 2017. All teams will be available in office to support the Go Live on December 31, 2016 night.

Project Status Category Guidelines

Schedule Status

Green – Indicates that the project or phase is on track for the targeted implementation date.

Yellow – Indicates that the project or phase may be falling behind and analysis needs to be done to determine if the project can recover and still achieve the targeted implementation date, or if adjustments must be made to that date.

Red – Indicates that the project or critical tasks have fallen behind schedule, and corrective action must be taken to still achieve the targeted implementation date or that date must be changed.

Budget Status

Green – Currently on target with project budget.

Yellow – Project is over budget by 10 to 25%.

Red – Project is over budget by 25% or more.